

INTERSTATE COMMERCE COMMISSION.

DIVISION OF VALUATION.

PRELIMINARY WORK BY CARRIERS.

At the meeting between the engineers of the commission and the committee of railway engineers on February 26, 1914, there seemed to be some uncertainty in the minds of the railway people as to exactly what should be done first in preparing upon their part for the work of valuation. This circular is issued for the purpose of explaining that matter, and has been delayed owing to conferences with the committee of railway presidents touching methods of cooperation.

All carriers having reason to believe that their maps and profiles already in existence will be received under the order effective February 1, 1914, pertaining to specifications for maps and profiles, should at once assemble such maps for inspection. It is not necessary in case of systems of considerable extent that all maps and profiles should be brought together at one point, when this would involve undue labor upon the part of the carrier, but it is indispensable that they should be put into such orderly shape that they can be seen and readily examined.

As soon as the maps and profiles are ready for inspection, the commission should be notified of the place or places where they are and should be requested to make the examination. This will be done as promptly as the work of the commission permits, and when several carriers are awaiting examination at the same time the commission will first act in case of those carriers whose property is to be first valued.

Ordinarily the commission will give at least three months' notice of its intention to begin work upon the property of a given carrier, and it will, so far as may properly be done, consult the reasonable convenience of the carrier in the prosecution of the work. Carriers desiring to obtain copies of cross section and chaining notes, with which to complete their maps and profiles, thereby avoiding a duplication of work, may do so by expressing their willingness to sign the agreement, copy of which is printed at the foot of this circular, at the time they give written notice that their maps are ready for examination.

As soon as the commission has passed upon the maps and profiles, the carrier should proceed to make the changes or additions required in present maps and profiles or to prepare new ones, as the case may be. Carriers having no maps and profiles, or whose maps and profiles are clearly of such a character as to be insufficient for this work, should at once proceed to prepare those called for by the order of the commission. In doing this the requirements of that order must be strictly followed with respect to right of way and station maps. Carriers may, if they elect, prepare a tentative profile, omitting the vertical projection of the original ground surface, but showing the subgrade and giving information as to structures called for in subdivision (b), paragraph 17, of the order of the commission, except that the location of these structures need not be stated with absolute accuracy. Blue prints of this tentative profile shall be furnished the commission and the information obtained by the surveys of the commission may be subsequently utilized by the carrier in completing the profiles as called for by said order.

All carriers should at once prepare a list of their lands, showing grantor, grantee, instrument, etc., as called for in the order. If the carrier prefers, it may in the first instance prepare typewritten schedules which may be so arranged upon separate sheets as to be mechanically transferred to the maps finally. In the end the schedule of lands must appear upon the map as set forth in the order pertaining to maps and profiles.

Roads which have a gross income not exceeding \$100,000 annually are excused for the time being from preparing this information. It is possible that the present order may be modified in some respects as to such railroads, and if so, due notice will be given. If so such change has been noted by October 1, 1914, such railroads should prepare to comply with the order of the commission as it now stands.

It should be noted that this circular does not of itself modify the order of January 12, 1914, but simply indicates those modifications which may be made by the commission in due time upon application

C. A. PROUTY,

Director.

MAY 1, 1914.

AGREEMENT.

To prevent the duplication of work and secure correct results in the valuation of the property of the Railroad Company, it is agreed between the Interstate Commerce Commission and said railroad company, as follows:

1. Carbon copies of all field notes of chaining and cross-sectioning field parties shall be forthwith delivered to the person designated by said railroad company.
(It is assumed that carbon copies can be furnished. If after actual trial this is found impracticable, some other method shall be agreed upon under which the carrier may obtain copies of these notes.)

2. The person to whom delivery is made shall at once acknowledge receipt of the same in such form as may be agreed upon between the member of the engineering board having charge of the district, or his representative, and the railroad company.

3. The railroad company shall at the earliest practicable moment call attention to any and all alleged errors or omissions in said field notes, and shall, not later than thirty (30) days from the receipt of such notes, point out definitely in writing all alleged errors and omissions. With respect to all matters except those covered by such written objections, made within the thirty (30) days, such field notes shall be accepted as correct; provided, however, that any plain and palpable substantial error on either side may at any time be corrected. Such correction shall be made by the commission upon notice from the railroad company. No change in or addition to the field notes shall be made by the commission without the consent of the railroad company except upon notice to the railroad, with thirty (30) days within which to file objections.

4. If the carrier claims anything on account of property which should be included as part of the roadway under survey but which is not open to visual observation and measurement, it shall either definitely indicate in writing to the commission before the survey begins the nature, locality, and extent of such property, or shall definitely point out the same at the time of the survey, when the portion embracing the same is under survey, so that the claim may be noted upon and as a part of said field notes. Any maps or record evidence substantiating this claim shall be produced at the time of the survey, or as soon thereafter as may be reasonably possible.

All questions of difference arising under the objections of the railroad company to the aforesaid notes, or with respect to property which is not visible, shall be forthwith settled under some arrangement to be agreed upon between the member of the engineering board in charge of that district and the railroad company.

Dated at this day of 19....